

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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MONDAY, MARCH 12, 1906.

一拜禮

號二十月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$19,500,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$9,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
K. Goett, Esq.
C. R. Lenzmann, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.
E. Shellim, Esq.
Hon. Mr. R. Shewan.
N. A. Siebs, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 1/2 per Cent. per annum.
For 12 months, 4 1/2 per Cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th February, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902.

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Sub-Manager.
Hongkong, 9th March, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.
Hongkong, 20th September, 1905.

WHEN YOU SEND YOUR "BOY" FOR
Fresh Australian Butter
See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

THE MUTUAL STORES,
GENERAL STOREKEEPERS.
HONGKONG AND CANTON.
Hongkong, 20th September, 1905.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
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Chief Manager.
Hongkong, 1st May, 1902.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 "NANNING,"569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

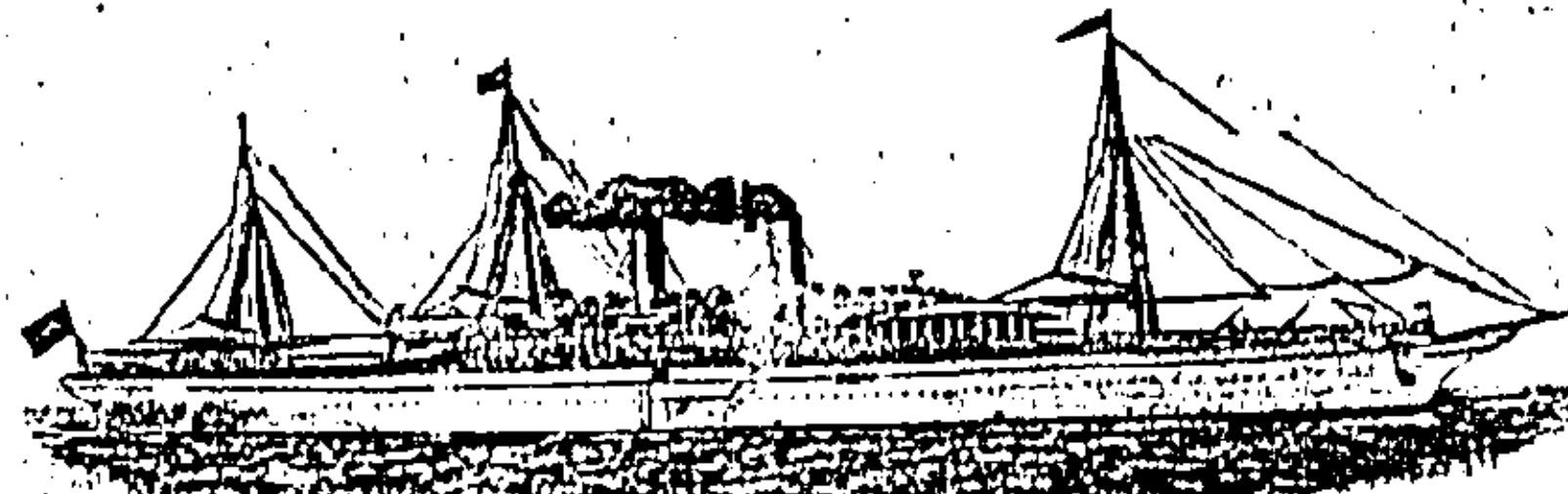
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,100	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 7th March, 1906. Corner Paddar Street and Praya, opposite Blake's Pier. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TEUTONIA.....	HAMBURG. (Calling at SINGAPORE).	14th March } Freight.
LIBERIA.....	HAMBURG. (Calling at SINGAPORE).	16th March } Freight.
SAXONIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	19th March } Freight.
SILESIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st March } Freight and Passengers.
SENEGAMBIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April } Freight.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 Hongkong Office,
 King's Buildings.

Hongkong, 7th March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINCESS ALICE.....	WEDNESDAY, 14th March.
BAYERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
OLDENBURG.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of March, 1906, at Noon, the Steamship PRINCESS ALICE, Capt. Ch. Polack, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th March. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons	SAILING DATES.
PRINZ WALDEMAR.....	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND.....	3,301	TUESDAY, 1st May.
WILLEHAD.....	4,765	TUESDAY, 29th May.

ON TUESDAY, the 3rd April, 1906, at Noon, the Steamship PRINZ WALDEMAR Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA.....	\$28.00	\$18.00	\$14.00
Return	\$42.00	\$27.00	\$21.00
TO BRISBANE.....	\$30.00	\$20.00	\$14.00
Return	\$44.00	\$29.00	\$21.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00
Return	\$47.00	\$31.00	\$23.00
TO MELBOURNE.....	\$34.00	\$24.00	\$16.00
Return	\$48.00	\$32.00	\$24.00
TO YOKOHAMA.....	\$38.00	\$26.00	\$18.00
Return	\$52.00	\$34.00	\$26.00
TO KOBE.....	\$35.00	\$25.00	\$17.00
Return	\$49.00	\$33.00	\$25.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96.00

From Australia to New York via Valparaiso by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers; from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE.....PRINZ WALDEMAR.....TUESDAY, 13th March, 10 A.M.
 SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 14th March, A.M.
 SHANGHAI, NAGASAKI, PRINZ BITEL FRIEDRICH, WEDNESDAY, 28th March.
 KOBE & YOKOHAMA
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co., T. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR HAMPTON.....	\$61.00
TO BREMEN.....	65.00
TO PARIS VIA CHERBOURG.....	65.00
TO NAPLES, GENOA VIA GIBRALTAR.....	65.00

NORDDEUTSCHER LLOYD.

For further Particulars to

MELCHERS & CO.,
 AGENTS.

Hongkong, 10th March, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

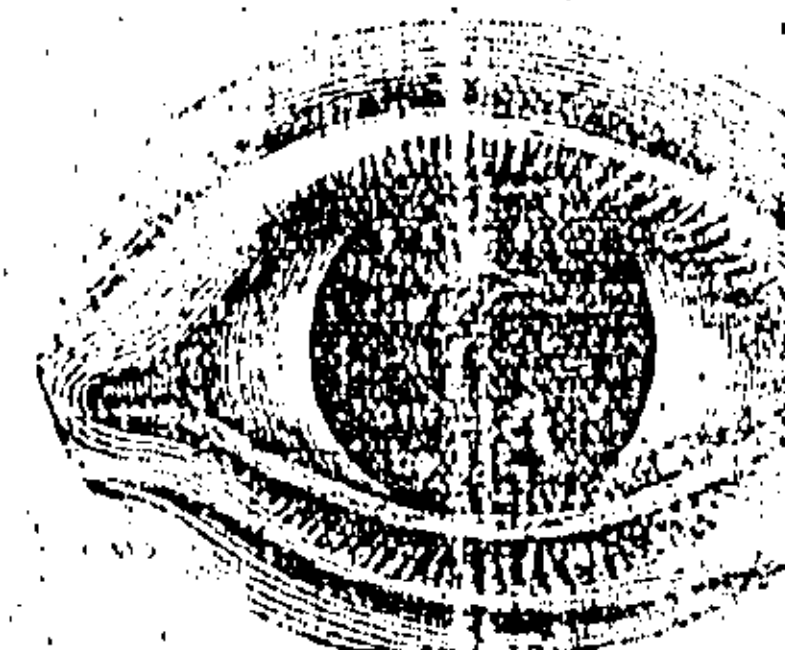
Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.
 Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Bootts, A. 1, and Watkins.
 Yokohama, May 23rd, 1905

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905.

[48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 THE steamers sail from HONGKONG to SHANGHAI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

For the Round Trip.....\$30
 These steamers have excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905

[14]

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS ..	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP..	JAPAN	Second half March	JAVA PORTS	Second half March
TJILIWONG..	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 1st March, 1906.

[15]

KWONG SANG & Co.

No. 79, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

Fr80

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905

(65)

FOR SALE.

INCANDESCENT GASOLINE LAMPS
 OF ALL DESCRIPTIONS,
 from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE and GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Boys, free of charge.

Naptha of the best

kind kept in stock.

Intimations.

Powell's

SPECIALISTS

IN
EASY
CHAIRS.SEE WINDOWS
FOR
OUR
LATEST
PRODUCTION.THE
'CARISBROOKE'
\$15.50 only,
IN SIXARTISTIC
DESIGNS,
THE "ACME"
OF
COMFORT.TAKE THE
ELEVATOR
TO THE
FIRST FLOOR
"ALEXANDRA
BUILDINGS"
AND SEE
OUR FULL
RANGE OF
DESIGNS.W.M. POWELL,
LTD.,House Furnishers,
HONGKONG.

Hongkong, 12th March 1906

Intimations.

THE HONGKONG VOLUNTEER
RESERVE ASSOCIATION.THE FIRST ANNUAL GENERAL
MEETING OF THE MEMBERS will
be held at the City Hall, TO-MORROW, the
13th March, 1906, at 5.30 P.M.
Sir HENRY DUFFY, Chairman of the
Association, will preside.W. H. TRENCHARD DAVIS,
Hon. Secretary,
Hongkong, 12th March, 1906. [317]THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.THE TWENTY-THIRD ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, St. George's
Building, No. 6, Connaught Road, Victoria,
on WEDNESDAY, the 14th March, 1906,
at 11 A.M., for the purpose of receiving a State-
ment of Accounts and the Report of the
General Managers for the year ending 31st
December, 1905, declaring a Dividend and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED on SATURDAY, the 10th
March, to WEDNESDAY, the 14th March,
both days inclusive.SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th February, 1906. [281]THE HONGKONG ROPE MANUFAC-
TURING COMPANY, LIMITED.THE TWENTY-SECOND ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Company's Office, St. George's Building,
No. 6, Connaught Road, Victoria, on WEDNES-
DAY, 14th March, 1906, at 11.30 A.M., for the
purpose of receiving a Statement of Accounts
and the Report of the General Managers for
the year ending 31st December, 1905, declaring
a Dividend and electing a Consulting Com-
mittee and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED on SATURDAY, 10th,
to WEDNESDAY, 14th March, both days
inclusive.SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 27th February, 1906. [282]CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-EIGHTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at the
Office of the General Agents, on WEDNES-
DAY, the 14th March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1905.The TRANSFER BOOKS of the Company
will be CLOSED from 8th to 21st March,
both days inclusive.JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 27th February, 1906. [283]THE GREEN ISLAND CEMENT COM-
PANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the GREEN ISLAND CEMENT COMPANY,
LIMITED, will be held at the Office of the
Company, St. George's Building, Chater Road,
Victoria, Hongkong, on SATURDAY, the 24th
day of March, 1906, at 11.30 o'clock A.M.,
when the subjoined Resolution which was
passed at an Extraordinary General Meeting
held on 7th March, 1906, will be submitted for
confirmation as a Special Resolution.

RESOLUTION.

That the Capital of the Company be in-
creased to \$2,000,000 by the creation and
issue of 50,000 New Shares of \$10 each
fully paid up to be offered at par and if
accepted to be allotted to the persons
constituting the shareholders of the
Company according to the Company's
register of shareholders on the first day
of July, 1906, in the proportion of one
new share for every three old shares in
the Company held by the respective
shareholders thereof, the amount payable
on each of such new shares to be paid
on the 31st day of July, 1906, and that
failing such allotment as aforesaid the
said new shares be disposed of by the
General Managers in accordance with
the Company's Articles of Association."SHEWAN, TOMES & Co.,
General Managers,
Green Island Cement Co., Ltd.,
Hongkong, 7th March, 1906. [324]HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$25 per Share for
the year ending 31st December, 1904,
declared at today's Ordinary Annual Meeting,
will be payable at the Hongkong and Shanghai
Banking Corporation, and Hongkong Share-
holders are requested to apply for DIVIDEND
WARRANTS at the Company's Office, King's
Buildings, Connaught Road, after 4 P.M.
to-morrow.JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th March, 1906. [325]REMINGTON TYPEWRITERS
Brief (suitable for Lawyer's Offices) and
ordinary sizes.

No. 8, MACHINES.

New and in good condition.

BARGAIN PRICES.

From \$135 to \$250.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguiar Street.
Hongkong, 7th March, 1906. [64]GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905. [57]

Intimations.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.NOTICE is hereby given that GILLESPIE
BROTHERS AND COMPANY, of
Anchor Flour Mills, Sydney, Australia, Millers,
have on the 9th day of January, 1906, applied
for the Registration, in Hongkong, in the
Register of Trade Marks, of the following
Trade Mark:—
"THE DEVICE OF A COCKATOO AND THE
WORD COCKATOO"in the name of GILLESPIE BROTHERS
AND COMPANY, who claim to be the pro-
prietors thereof.The Trade Mark is intended to be used by
the applicants forthwith in respect of the follow-
ing goods:—

FLOUR, IN CLASS 42.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.Dated the 11th day of February, 1906.
DENNY & BOWLEY,
Solicitors for the Applicants.THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.NOTICE is hereby given that the BRITISH-
AMERICAN TOBACCO COMPANY,
LIMITED, registered Office, Cecil Chambers,
86, Strand, London, England, Tobacco Manu-
facturers, has, on the 30th day of November,
1905, applied for the registration in Hongkong,
in the REGISTER OF TRADE MARKS, of the
following Trade Mark:—A Label consisting of two panels arranged
side by side. In the upper panel is the word
"Goldfish" and in the lower
part the name "British-American Tobacco
Co. Ltd." with the representation of a fish
in the middle. The other panel contains
the word "Goldfish" in the middle, the re-
mainder of the panel being occupied by the
representation of a number of fishes.in the name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim to
be the sole proprietors thereof.The Trade Mark is intended to be used by
the applicant Company in respect of the
following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.Dated the 11th day of January, 1906.
DENNY & BOWLEY,
Solicitors for the Applicants.COLONIAL SECRETARY'S DEPART-
MENT.INFORMATION has been received from the
Military Authorities that FIELD FIRING
PRACTICES will be carried out in the vicinity
of "Chin-lan-shuei" on the following dates:—
From 12th to 14th March, 1906.
" 15th to 17th " "
" 18th to 20th " "
all dates inclusive.T. SERCOMBE SMITH,
Colonial Secretary.
Hongkong, 10th March, 1906. [30]F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS,GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆李CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronized by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Art Decors
to our Dispensary, and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [296]

COMMERCIAL.

FREIGHT.

Writing on the 10th inst. Messrs. Lamke
Rogge says:—Freights still continue to drag
considerably. The demand that there has been
in connection with the sailing at Saigon during
the period under review has been exceedingly
limited. Inquiries for Java as well as for Japan
appear to have been entirely absent. Saigon
to Hongkong has had a fixture as low as 12
cents. Sudden orders that came upon the
market these last few days after boats for
Saigon-Philippines loading, for prompt, have
brought about a few fixtures in that direction
at rates between 30 and 27 cents according to
quantities, in each instance, however, for very
small parcels of cargo only, the boats accepting
having performed to be satisfied with part car-
goes. When it is added that a charter was
concluded Saigon to Vladivostok, of a medium
size steamer, middle of the month loading, at
49 cents, all is said concerning the local busi-
ness of the fortnight in respect of Saigon.
Arrivals there of supplies of new crop grain
are reported to continue small, with the mills
each and all requiring quite a lot yet to fill old
contracts, hence prospects are not for immediate
requirements of further tonnage.From Bangkok, though prospects are better,
there has been no special demand for outside
boats, nor are river freights just at present such
as to leave any larger opening for non-liners,
and from Java there is nothing doing.The first boats have taken the berth locally
to load for Newchwang. As for return freights
thence to Canton it is estimated that opening
rates may be something like 27 cents per picul,
meanwhile it is not at present expected that
the port will be free from ice and open for
navigation much before the last days of the
month.From Iloilo, business has been reported
done for Tientsin, a small cargo at 50 cents,
and for Hongkong, a boat at 20 cents per
picul.From Hongkong, a charter has been done for
Swatow at \$1.50 and another for Amoy at \$2.50
per ton.Japan coal freights have risen somewhat
over and above the absolutely wretched level
they have been held at. Rates to Shanghai
are \$1.40 to this port \$1.30 has been paid for
large steamers locally. There are inquiries,
for the various coast ports, which have not so
far been met at shippers' quotations. It is a
fact worth noting though that the high coal
prices appear to have entirely stopped business
Japan to Singapore. In this direction no
quotation has been forthcoming for quite a
long time."On time," there are the fixtures of two
steamers on record locally for a 3 and 12 months'
term respectively.Concerning sail freights there is nothing new
to advise."Sail-tonnage Disengagement"—Ge m ship Albert
Rickmers, 1,880 tons net reg.
leave, 3rd March.FIGHTING SHYLOCK IN LONDON
COURT.An exciting scene occurred in the Lambeth
county court during the hearing of a case in
which Mr. G. E. Lowe, a moneylender, trading
as William Robinson, of Grumman road, Peak-
ham, was plaintiff in respect to \$5.40, the
balance of a debt due from George Taverner, a
city clerk.The clerk wrote that he was unable to attend
owing to his business. He asked to be allowed
to pay by instalments of 66 cents a month,
pledging that he had five young children and a
salary of only \$7.20 a week. Judge Emden
suggested the acceptance of this offer, remark-
ing that if the statements made in the letter
were correct, he would not make an order of
commitment.Mr. Lowe said that exactly the same facts
as stated in the letter were before the court on
a previous occasion, when a commitment order
was granted."You should not be so positive," observed
the judge. "For five years past I have made
it a rule not to make commitment orders in cases
of this kind, where there are seven persons to
be supported out of \$7.20 a week."The moneylender persisted in his assertion.
Returning to his seat, he called out, "You did
make an order the last day on the same facts."By direction of the judge, Mr. Lowe went
back to the witness box. Asked why he should
not be committed for contempt he asserted that
the clerk's letter read on the previous
occasion would prove that he was right.Judge Emden ordered the production of the
letter, and directed Lowe to leave the witness
box in the meantime.Refusing to do this, Mr. Lowe was forcibly
removed by a policeman and two bailiffs.
Then he jumped up in the jury box, in which
he had been placed, and, addressing the judge,
shouted, "I will write to the lord chancellor
about this. You have been in trouble with him
before.""Remove this man," said the judge, curtly.
A constable went to obey the order. But he
was unable to carry it out. Mr. Lowe, who is
a powerful man, little past the prime of life, re-
sisted doggedly, and clung to the desk and
other articles. Others went to the officers'
assistance and by their united efforts the money-
lender was ejected from the court.After the luncheon interval the case was
again called on, but there was no appearance
for either party. The letter from the clerk
referred to was read, in which Taverner men-
tioned that at that time he had four children."I knew I was right," said the judge, "be-
cause for years back I have made it a rule
never to make commitment orders where the
man's salary works out at less than \$1.50 per
week per head for his household. The plaintiff
in this case had acted unreasonably and de-
fectively, but I shall not commit him for con-
tempt."

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.
Hongkong 28th May, 1895. [18]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
onWEDNESDAY,
the 14th March, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
A LOT OFMILLINERY AND SUMMER DRESS
GOODS,
Comprising:—HATS TRIMMED AND UNTRIMMED,
FLOWERS, CHIFFONS, SILKS, MUS-
LINS, &c., &c., &c.AND
A quantity of FANCY HAT COVERS,
FRENCH SHOES of very good quality,
WASH FLOUSES of the very latest style
with long Cuffs.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March, 1906. [330]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
onSATURDAY,
the 24th March, 1906, at Noon, at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, the following,
"EX S.S. 'OANFA'."W.Y.T. Co., 1,752 Pieces ROUGH LUMBER;
AND
"EX S.S. 'TELEMACHUS'."W.Y.T. Co., 2,798 Pieces ROUGH LUMBER.
TERMS:—As usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th March, 1906. [335]

NOTICE.

THE SALE BY AUCTION OF ALMA,
BATU KAWAN AND PRYE ES-
TATES stands postponed to a future date, of
which due notice will be given.KENNEDY & Co., Auctioneers.
A. A. ANTHONY & Co.,
Penang, 16th February, 1906. [276]

To Let.

TO LET.

(FROM JUNE, 1906).

NO. 2, ANTRIM VILLAS, Des Vœux
Road, Kowloon. A Five-Roomed House.
Apply to—HUGHES & HOUGH,
8, Des Vœux Road.
Hongkong, 10th March, 1906. [339]

TO LET.

NO. 5, SEYMOUR TERRACE, Five-
roomed House. Moderate Rental.
Apply to—WONG KAM FUK,
Hongkong and Kowloon Wharf and
Godown Co.
Hongkong, 9th March, 1906. [332]OFFICES
TO LET.OFFICES on the Second Floor of No. 1,
QUEEN'S BUILDINGS, facing the Friary
and the Queen's Statue, lately vacated by the
Union Insurance Society of Canton, Limited,
to whom please apply for particulars.
Hongkong, 6th March, 1906. [316]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.
Apply to—JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING, GODOWNS on PRAYA EAST.
A BUILDING at CAUSEWAY BAY,
formerly in occupation of the Steam
Laundry Co., Ltd.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in WONG NEI CHUNG ROAD.
A HOUSE in RIPOY TERRACE.
FLATS in MORETON TERRACE.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 28th February, 1906. [172]

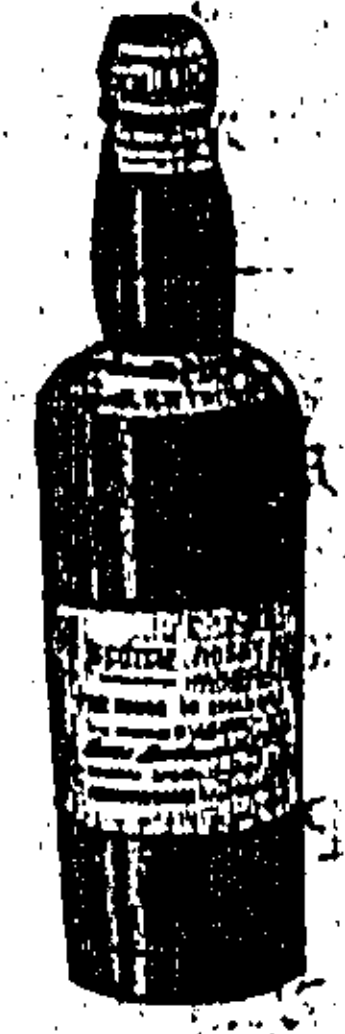
TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [73]

Intimations.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS,
By Appointment to

H.M. THE KING

and

HER THE PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & Co.

Hongkong, 10th February, 1906. [62]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

CLARETS.

St. George, \$4.00 Per Dozen Quarts.

Cru-Wynbron, 4.50 " "

Cotes, 5.00 " "

Montferriand, 5.50 " "

Medoc, 6.00 " "

St. Emilion, 6.00 " "

St. Estephe, 6.50 " "

St. Julien, 7.50 " "

St. Estephe Sur-

perior, 9.00 " "

Chateau Margaux, 9.00 " "

Chateau Leoville, 9.00 " "

Chateau Lafite, 10.00 " "

Chateau Larose, 10.50 " "

BARRETTO & Co.,

Attn.

Nos. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 29th May, 1905. [190]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST.

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, The Hongkong Telegraph, 1, The House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 12, 1906.

JAPAN'S FINANCES.

Notwithstanding the war waged with Russia, Japan's finances show no reduction from the trade point of view. In the case of imports, there was a considerable increase, due to the heavy importation of war material and of goods ordered to arrive in time before the war duties came into force. The importation of ordinary classes of goods also largely increased, while exports also showed a good increase, sales of the principal goods continuing active. The success of the Japanese arms on land and sea found wider markets for Japanese goods in China, and sales of cotton goods and yarn signally increased. The total excess of imports over exports was nearly 28 million yen, as compared with 52 million yen in the previous year. The exports for 1904 showed an increase of about 30 million yen in value on the figures for the preceding year, imports an increase of about 50 million yen, and the total trade an increase of a little over \$3,900,000 yen. It is interesting to note, as affecting Hongkong, that cotton goods and yarn were imported to a very large extent, while raw cotton also found a good market. Some of the principal items of export fell, however, including manufactured cotton, porcelain, etc. It is, as a Japanese native paper says, to be regretted that sales of the raw silk and *habutae*, which form the most important lines of export, fell off heavily, the decrease of raw silk representing about 20 million yen and of *habutae* about 10 million yen. The result of exports in bulk for the year just ended will not, therefore, be much better than for the preceding year. The amount of the Japanese markets in consequence of the excess of imports was settled with the money raised by the issue of foreign bonds, and the surplus was brought home. It is gratifying, concludes the Tokyo journal, that the foreign trade of the Empire during the war remained in a very healthy condition, showing good increase. The apprehensions entertained with regard to the trade of the country at the outbreak of the war were not realised. Altogether, Japan may be considered to be not merely solvent but in an extremely prosperous condition. Few countries could act as principals in a great struggle, and at the same time maintain a flourishing exchequer.

LOCAL AND GENERAL.

ON Saturday afternoon on the Club ground at Happy Valley, H.M.S. *Andromeda* defeated the Club by three goals to one.

A boy at Warsaw threw a bomb at four gendarmes. A terrific explosion followed, and all four were killed. The boy escaped.

THE final match for the Hockey Cup was played on the Military ground on Saturday between the 119th Infantry and the West Kents. The Infantry won by four goals to one.

FOR making fast to the s.s. *Ithaka* while under way in the harbour on the 12th instant, the master of a hawker's boat was this morning fined \$5 by Mr. F. A. Hazeland, at the Magistracy.

THE sale of Chau Tung Shan's incomplete mansion, "Glenside," which was to have taken place at Messrs. Hughes & Hough's auction rooms this afternoon, was again postponed.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 11th March:—Library—Non-Chinese, 265; Chinese, 136; total, 401. Museum—Non-Chinese, 153; Chinese, 4,397; total, 4,550.

FOUR men and four women were charged at the instance of Inspector MacDonald at the Police Court this morning for gambling at No. 200 Reclamation Street, Yaumatei. Mr. Hazeland fined the two leaders \$25 each, and the remainder \$5 apiece.

THE most valuable desolate islands in the world are the Liakows, in the Arctic Ocean, off the mouth of the Lena, in Siberia. They are frost-bound and utterly barren, save for Arctic moss, but they contain such enormous quantities of fossil ivory that they are exceedingly valuable—in fact, although uninhabited save for the ivory-diggers, and of themselves incapable of supporting life, they produce a revenue of £1,000,000 a year.

"WELL, well, don't alarm the public, by saying that," said His Honour the Chief Justice in a case in the Supreme Court this morning. Mr. Sharp—No, doubt the Press will oblige the Court by leaving that passage out of their reports! They did.

A NEW company, says the *Shanghai Times*, has been floated, and without doubt will prove a boon to those employers who do not employ typists. The Shanghai Stenographic and Typewriting Bureau, 4 the Bund, will undertake all descriptions of typewriting work and guarantee the same.

IN Hawaii, one of the Sandwich Islands, there is a spot called the Rock of Refuge. If a criminal reaches this rock uncaptured he is safe so long as he remains there. Usually his family supply him with food until he is able to make his escape, but he is never allowed to return to his own tribe.

HO Chu, master of the steam launch *Yuenne*, was charged at the Harbour Office this morning, before the Hon. Mr. Barnes-Lawrence, Harbour-master, for failing to observe the "rule of the road" in the harbour on the 9th instant. Evidence was heard, and as defendant was found to blame a fine of \$5 was imposed.

A RICKSHA accident occurred in Des Voeux Road Central, outside the Central Market, at noon to-day, but luckily no one was injured. A German gentleman was in his private vehicle coming from west to east, when suddenly the axle of the ricksha snapped, throwing him out and knocking down his two coolies. Except for a slight cut on his left hand, caused by the wheel, nothing of a serious nature occurred.

THE great South Dakota Cave is the largest cavern in the world. It is situated in the region of the Black Hills in America, and exceeds even the Mammoth Cave in Kentucky. It is fifty-two miles long and contains 1,500 rooms, many of which are over 20ft. high, and massed with stalactites and stalagmites of great size. There are streams, waterfalls, and thirty-seven lakes in this vast subterranean world, which is 6,000ft. above the sea-level, and 400ft. deep.

THROUGH, it is alleged, teasing a woman at West Point yesterday, a coolie is now being treated at the Government Civil Hospital for injuries he received. It appeared that the coolie went to the woman's house at West Point and in an argument a quarrel began. The man, it is stated, insulted the woman with the result that he was stabbed with a knife. The woman was charged at the Police Court this morning for doing grievous bodily harm to the coolie. As the man is unable to leave hospital the case had to be adjourned.

SAMUEL Worrall, stoker, H.M.S. *Tamar*, appeared before Mr. F. A. Hazeland at the Magistracy this morning in answer to three charges—willfully breaking two bottles of milk at a dairy in Elgin Road, Kowloon; behaving drunkenly; and disturbing the peace yesterday. The defendant pleaded guilty to the charges. His Worship remarked that defendant bore a very good character on board ship, and imposed a fine of \$5.48 in all, including compensation for damage done at the dairy.

THE Jewish World states that the various rumours about the Jewish origin of the famous author, Jules Verne, which were denied by his son, have been confirmed. In the *Gazeta Narodowa*, of Warsaw, a correspondence has taken place which shows that Jules Verne was originally called Olszewicz, and was born of Jewish parents, in Plock, Russian Poland. His father, according to M. Sokolow, editor of the Hebrew daily, *Haczephrah*, of Warsaw, was known as "the pious German" on account of his fashionable attire. The son, however, left the country, turned Christian, adopted the name of Verne, and although he seems to have been a Pole, by nationality and by preference, he subsequently became a thorough Frenchman.

BREACH OF HARBOUR RULES.

FAILING TO REPORT "DANGEROUS GOODS."

At the instance of John Grant, police-sergeant, Chung Kwong Tung, master of the *Kam Sing Wo* junk, was charged at the Police Court this morning, for giving false particulars when applying for a port clearance at Sham-shui-po on the night of the 10th instant; (2) keeping on board his junk twenty-two bags of gunpowder without the permission of H.E. the Governor; (3) failing, while having on board his junk dangerous goods, to hoist a red flag at the mast head of his junk; and (4) failing to anchor in the "dangerous goods" anchorage while having dangerous goods on board. The defendant denied the charges, and evidence was heard to the effect that accused informed the Sham-shui-po authorities, when applying for clearance, that he had a cargo of coal on board. His junk was searched on arrival here, and the dangerous goods found hidden in the fore part of his junk. Mr. C. A. D. Melbourne found the defendant guilty, and fined him \$10 on the first charge, \$100 on the second, \$10 on the third, and on the fourth a further fine of \$10, making a total of \$130.

CUSTOMS DILEMMA.

WHEN IS A GUN NOT A GUN?

Is a gun a musical instrument? This is a question that has greatly exercised the Bangkok Customs authorities the last day or two, says the *Bangkok Times*. It appears that a certain European resident in Bangkok had a box arrive by the s.s. *Tanjin* and he declared it to contain "clothes and a musical instrument." For some reason or other the Customs took more than usual interest in this box, and found that the bottom was marvellously thick and very heavy. The scientific application of a hammer and chisel revealed the bottom to be false, and in the space between lay a fine sporting gun and several hundred cartridges. There are explanations which it is hoped may prove satisfactory.

THE PEAK TRAMWAYS.

MR. C. EWENS' EVIDENCE.

INTERESTING PROCEEDINGS.

In Original Jurisdiction this morning, before His Honour Sir Francis Pigott, Chief Justice, the case of D. E. Brown *et al* against the Hongkong High-Level Tramways Co., Ltd., and Messrs. J. D. Humphreys and Son, was continued.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. John Hastings, appeared for the plaintiffs, and Mr. E. H. Sharp, K.C., and Mr. W. Slade, instructed by Mr. J. H. Harston, of Messrs. Ewens, Harston and Harding, appeared for the defendants.

As a preliminary to the proceedings Mr. Sharp put in a voluminous pile of correspondence bearing on the matter at issue. Mr. Ewens, called, said he was a partner in the firm of Messrs. Ewens, Harston and Harding. He had been a member of the consulting committee of the old Company since 1904, except for a short period when he was at home, his place being taken by Mr. Harston. In 1888, the year of construction, a dividend was paid, which he considered was improperly paid.

Mr. Sharp: You don't mean fraudulently paid but improperly paid?—Yes, that is so. In 1904 it was considered best to accumulate funds to meet expected opposition, and only a dividend of 15% was paid. He returned in 1904, in December. Smith's Bill had then passed its second reading. They were then doing their best to oppose the Bill, and presented a petition to be heard by Counsel against the Bill, and move in correspondence with the Government, stating the strong objection they had to a new station being placed close to theirs, and they continued that opposition.

Mr. Sharp: Then what changed that attitude? Witness: We received a letter from Government stating that they would not compel Mr. Findlay Smith to take another station.

Mr. Sharp: Did you consider that important? Well, we considered that it made our tramway worth scrap iron and nothing more. The effect would have been to close the line to passenger traffic and use it only for goods, and we did not think that would pay. Then we thought it best (in prospective) to stop all dividends and run the lines free to stop the opposition. The third plan was either to buy out Mr. Findlay Smith or to make it ourselves. There were two ways in which it could be done, by raising capital and constructing it ourselves, or sell out to a new company who would run both lines, on fresh capital; this is what we call re-construction.

Mr. Sharp: Was the position of Government considered in these schemes?—Yes, we communicated the suggestions to the Government on the 15th April.

Mr. Sharp then read the letter, in which Messrs. Ewens, Harston and Harding, as solicitors of the Company, explained the position.

Mr. Sharp: What did you consider would be the effect of the new company on your company?—I am very doubtful if it would then pay its expenses. When you consider the present line the great majority of passengers are military who travel at half price, and the new line would be a larger line, having double cars of a larger make and more frequent starting, so that it would be most difficult, or almost impossible to work at a profit. It would only leave them Baker Road and the military to cater for, and they might retain them as in those cases alone their line was convenient. The new line was to return through Caine Road, Robinson Road and Queen's Gardens—a very populous district. The working on those levels would yield them a very good profit, and hardly any company would risk such an opposition if there was any possibility of coming to terms. These points were then considered by the consulting committee, who held 932 shares out of a total of 1,250. After consideration, the consulting committee came to the conclusion that the best way to meet the difficulty was to reconstruct, or to sell the old undertaking to the new company.

Mr. Sharp: And the price?

Hon. Mr. Pollock: I don't think, your Lordship, now is the time to go into prices.

Mr. Sharp: I merely want to put before your Lordship the facts of the price.

His Honour upheld the objection.

Mr. Sharp: Then, Mr. Ewens, just state broadly your idea.

Mr. Ewens: We fixed upon a price of \$200 per share as a price we could obtain. There had been a sale of shares at that figure plus certain dividends; we considered that a fair price, as if the opposition started the shares would depreciate. The dividends worked out at about \$30 per share. That dividend had not accrued, but it was accruing. The consulting committee considered that was the best price they could get. They then communicated the whole scheme and instructed Messrs. Benjamin, Kelly and Potts to negotiate with Mr. Findlay Smith for the sale of the concession by the new Company, subject to the approval of the Government to the scheme.

Mr. Sharp: Was the scheme kept secret, or was it generally known?

Mr. Ewens: As soon as we made the offer we tried to make it known as widely as we could. Mr. Findlay Smith, through his solicitors, Messrs. Johnson, Stokes and Master, notified his acceptance of Mr. Kadoorie's offer of \$25,000 inclusive, on the 12th May, and on the same day they wrote that the actual purchasers were the China Commercial Company, Ltd.

Witness then went on to say he drafted the notices and the circular letter, embodying the points of the scheme.

Mr. Sharp: The word "re-construction" has been largely quoted; and now what are your views of the meaning to be put on the word?

Hon. Mr. Pollock objected as he said the opinion of one man was immaterial.

His Honour:—I've no objection to hearing his views.

Mr. Sharp:—Of course it is merely the general opinion of a business man.

Mr. Pollock:—As that, quite so.

Mr. Ewens: It is the sale of a company's undertaking to a new company, to be run by the latter usually with additional capital, but it does not necessarily entail the sale of the shares.

His Honour: That does not convey much to my mind. That is a sale pure and simple; there does not appear to be any reconstruction in the matter. Do the original directors have any control in the working of the new company? If so, that would be a re-construction.

Mr. Ewens: They are not barred out from doing so.

His Honour: Then do you say that a compulsory sale is a re-construction?

Mr. Ewens: There is no compulsory sale.

Mr. Sharp: It does not matter if the company is sold out for a lump sum, or so much per share amounting to that lump sum.

Witness, continuing, said that the articles of association of the new company were open to the public, and were laid on the table at the first meeting. He was not present at the second meeting, so he could not say if they were produced then. He was away from the Colony. At the first meeting 1,155 shares were represented, and 95 were unrepresented. All either expressed their approval of the new scheme directly, or by applying for new shares, with the exception of one holder of five shares, and they had not heard from him.

Mr. Sharp proceeded to refer to the willingness of the Governor in Council to approve the scheme.

Mr. Pollock objected to such a reference, as he held a letter from the Colonial Secretary denying that altogether.

His Honour held that it was unnecessary for Mr. Sharp to go into that matter at present.

Mr. Sharp said he did not wish to indicate that they had the approval of the Governor in Council, but that they were acting with the full cognizance of the Governor in Council, who had been informed officially of the proceedings. But he did not wish to say that the promise of support had been given.

Mr. Pollock: But the words are, "And the sanction of the Governor in Council, has been, to all intents and purposes, promised to the scheme."

Mr. Sharp: That's just it; "to all intents and purposes," and I think that is a very reasonable construction to be put upon the correspondence. However, we will argue that later. Now, about the price, do you think it possible to have obtained a higher price than \$25,000 for the undertaking?—No, it would have been impossible to have obtained more anywhere.

His Honour: I am averse to hearing anything about the price at present.

Mr. Sharp: Very well, my Lord. I have no further questions to ask.

Cross-examined by Hon. Mr. Pollock, witness said he was a shareholder to the extent of one-tenth in the China Commercial Company, Limited, the capital of which was \$1,000,000. He had about one-third of the shares. He did not know if Mr. Henry Humphreys was a shareholder, but he did not doubt that he was. Mr. Findlay Smith would not sell to the old company, and that was how the China Commercial Company came into the matter. He understood that the Governor in Council had approved the scheme, prior to October, and for that reason the third meeting was held back. There were also important alterations made in the Bill, which, he took it, would not have been made unless such sanction was either given or contemplated.

Mr. Pollock: You have said that the Government threatened to close the Barker Road Station. Did the Government actually and really threaten?—Yes, unless we practically rebuilt it.

Mr. Pollock: Suppose the new line were built from the Battery Road to Victoria Gap, and only worked up to Queen's Gardens level, would it pay you to return the old line carrying goods and such passengers free as you have room for? That is impossible to say definitely, but if they worked the upper part it should pay handsomely.

The precedents for the notice issued were discussed, and witness, continuing, said that Mr. McEwen, of Jardine, Matheson & Co., sold shares at \$200 to the China Commercial Company. The \$100,000 to be paid to Messrs. Benjamin, Kelly and Potts was to be paid by the China Commercial Company; it was to cover costs and brokerage.

The extension of the line from the present station to Queen's Road would cost \$80,000 or \$100,000, but it would be impracticable to make the extension.

Mr. Pollock: Then why did you enter into the lengthy correspondence with the Government for sanction to do their impracticable thing?—That was before we found out that it was impracticable.

After the fifth adjournment, Mr. Slade, addressing the Court, said that he must submit that the plaintiff had failed to prove any single one of the allegations made in the statement of claim which defendants had denied. It was perfectly clear that the old company was not under any obligation whatever to pay \$25,000 to Mr. Findlay Smith, or in fact, to anybody else. Neither were the resolutions *ultra vires*. He contended that the notice referred to was distinctly valid as it contained the requisite statement of the business which was to be transacted, and actually gave the words of the resolution to be put forward. The circular which accompanied the notice gave a sketch of the proceedings, and was not, certainly, of a deceptive nature. Any business man reading the notice would at once understand that the old company was to cease to exist, and a new company was to be formed with the object of carrying on the same business. In other words it was a notice of re-construction. The sole practical question which the shareholders had to decide at that meeting was whether or not the price offered was or was not adequate; the other resolutions were the mere machinery to be used for carrying out the proposition. Taking the resolutions as they stood, there could not be any doubt whatever as to what it was proposed should be done at that meeting.

Mr. Slade, then argued at some length as to the distinction between an out and out "sale" and a "re-construction," and then proceeded to argue as to the powers of a general manager of a firm, stating that the shareholders had to be bound by the terms of the articles of association, and if they chose to give the general manager unlimited powers they had nothing to say if he chose to exercise those powers, and if the manager sold the property of the company for cash the shareholders had no right to arbitration; but if he sells to the basis of shares in the new company as purchase consideration, he could not compel the shareholders in the old to take shares in the new company. Counsel then proceeded to quote authorities for the sale of companies.

The case was then adjourned until to-morrow morning.

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CONFLAGRATION AT KOWLOON.

CEMENT WORKS ABLAZE.

Fire broke out in the cooage department of the Green Island Cement Works, Hunghom, at about eight o'clock last evening. When the brigades from the Kowloon Docks and Yau-ma-tei Police Station arrived the flames were burning furiously and had a good grip on the building. The fire-boat also arrived and materially assisted in extinguishing the blaze. The fire-fighters worked hard, and at nine o'clock although the fire was under control it was steadily burning. Then Messrs. from the *Callao* and *Barry* gave a hand, and an hour or two later the flames were extinguished. At one o'clock in the morning the fire was entirely subdued, and the firemen left the scene. The cooage was gutted. The police are at present unable to give the origin of the fire, but they are of opinion that the smoking of careless coolies might have been the cause. The damage, which is covered by insurance, is estimated at \$6,000. During the blaze thousands of spectators visited the scene and watched the fire.

According to Messrs. Shewan, Tomes & Co., the premises were insured for \$15,000, which was underwritten by eleven companies. Of that amount 70 per cent, has been lost. None of the better machines was damaged.

DAMAGING PROPERTY.

TROUBLE BETWEEN TWO WOMEN.

At the Magistracy this afternoon, before Mr. C. A. D. Melbourne, Miss J. A. Watkins, dressmaker, residing at No. 27 Des Voeux Road summoned Miss Charlotte Neilson, a barmaid, residing on the second floor of the same building, for maliciously damaging certain property on the 9th instant. The defendant pleaded not guilty.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the complainant, and Mr. H. B. Branton, of Messrs. Brutton, Pelt and Goldring, defended.

His Worship: Is there any chance of settling this case out of Court?

Mr. Grist:—I don't think so. It is a continuing nuisance.

Mr. Branton:—This was no continuing nuisance. When the complainant met my client on the staircase she said nothing about any damage being done. My client if she had been told of the damage would have compensated the complainant.

The complainant said that on the date in question she had just returned home to find her place covered with dirty water, which had leaked from the top floor. Witness stated that this happened on many occasions, and sometimes twice a day. On Wednesday witness informed defendant that she had taken out a summons. Witness never informed defendant of the water leaking down. After witness had told defendant of the summons, the latter went away and later more water came dripping down.

His Worship discharged the defendant on the first charge, and as regards the second, of disorderly behaviour, she was cautioned.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 12th at 12.25 a.m. The barometer has risen in W. Japan, and fallen over E. Japan, the depression continued to move towards us, having now reached the latter area.

Pressure is highest over Central China. Gradients are slight on the coast, and fresh monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh or moderate E. winds, showery.

SHIPPING AND MAILS.

MAILS DUE.

German (*Princess Alice*) 13th inst.

Canadian (*Empress of China*) 14th inst.

German (*Princess Regent*) 14th inst.

American (*China*) 17th inst.

Indian (*Lulian*) 22nd inst.

The T. K. K. s.s. *Nippon Maru* sails from Yokohama on 13th inst., for this port.

The French s.s. *Phu-yen* left Sourabaya 7th for this port, and is due here on 17th inst.

The Australian Liner s.s. *Nikko Maru* left Nagasaki for this port on 10th inst., and is expected here on 14th inst.

The Imperial German Mail s.s. *Princess Alice* left Shanghai on Saturday, p.m., and may be expected here on Tuesday daylight.

The O. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 1 a.m. on 11th inst., and left again at 9 p.m., same day for Hongkong, where she is due to arrive at 9 a.m., on 14th inst.

The Imperial German Mail s.s. *Princess Alice* carrying the German Mails, with dates from Berlin of the 13th ult., left Singapore on 9th inst., at 6 p.m., and may be expected here on Wednesday.

TELEGRAMS.

[Newspapers]

The Morocco Conference.

LONDON, 9th March.
The Austrian delegate at Algiers has submitted a scheme for the Franco-Spanish policing of Morocco, with a Swiss or Dutch inspector-general.

Herr von Radowitz has accepted this scheme provided it is under international surveillance. He says that Macedonia and China have proved the advantages of joint European control.

M. Revell says that France is prepared to give fresh guarantees for commercial equality, if the conference is agreed upon a Franco-Spanish policing.

It is believed that the Austrian proposal is inspired by Germany.

Later.
France regards the proposal for a Dutch or Swiss inspector-general of police in Morocco as a complication, and as unacceptable.

Everything, however, points to a satisfactory compromise.

Census of the British Empire.

The first census of the Empire taken gives an area of 12,000,000 miles with a population of 400,000,000.

Later.

Viscount Hayashi's Departure from England.

The Lord Mayor of London gave a farewell luncheon to Viscount Hayashi, at which a distinguished gathering was present.

The Lord Mayor, eulogised Viscount Hayashi's work, and wished him a speedy and safe return.

Viscount Hayashi who received a cordial ovation, in replying, referred to the Anglo-Japanese alliance as among the guarantees for the peace of the world.

The Japanese Famine Fund.

The Lord Mayor has handed Viscount Hayashi a first instalment of £5,000 from the Japanese Famine fund, making a total of £15,000 already received by Viscount Hayashi.

In addition to this the Bank of England has given £1,000.

Mr. Balfour and Mr. Chamberlain.

Mr. Balfour and Mr. Chamberlain have recovered, and will participate in the debate on the Fiscal Question on Monday.

The Riga Canal.

The Russian Government approves of the scheme of American financiers for the construction of a lock-canal at Riga and Kheron (? Kherson), and has rejected the scheme for a ship canal.

Woman Suffrage.

A crowd of women suffragists besieged Sir Henry Campbell-Bannerman's residence yesterday, demanding an interview.

They were not admitted, and the police dispersed them, arresting three, who were afterwards released with a caution.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

There was a very good attendance of members on Saturday and Sunday last to take part in the opening shoots of the month over the 500 yards range at King's Park. His Excellency the Governor took part in the shooting. Mr. J. H. Underwood, won the "pool" competition with a score of 60+10=70.

J. H. Underwood	70	Hon. L. Barnes	65
R. E. O. Bird	70	C. H. Wakeman	64
C. Glover	70	W. T. Hoskins	64
T. Gray Scott	70	G. S. Forsyth	64
D. J. McKenzie	69	A. P. Nobbs	63
T. P. Cochran	69	H. W. Fraser	63
J. C. Gow	68	A. Blower	62
W. W. Pearce	68	J. M. Henderson	61
J. H. Pidgeon	67	A. R. Riches	61
W. H. C. Davies	67	J. McInnes	61
C. E. H. Beavis	66	C. S. Gubbay	61
J. A. Lyon	66	C. J. Allen	61
W. Dobbs	66	C. A. Joseph	61
E. J. Grist	66	C. H. W. Kew	61
A. S. Tuxford	66	R. M. Ezekiel	60
G. K. Maxton	65	G. Richardson	60
A. W. J. Watt	65	J. Hutchings	60

ANNUAL REPORT.

The following is the annual report of the Association:—The Committee have the pleasure to submit to the Members a report and statement of the accounts for the year ending 31st December, 1905. The association was formed on the 29th November, 1904, at a meeting held in the Legislative Council Chamber at which His Excellency Sir Matthew Nathan presided, when about 50 members were enrolled. On the 31st December, 1905, our members' roll reached 213. During the year the Hon. Mr. F. H. May, C.M.G., and Messrs C. W. T. Brett and A. H. Skelton being about to leave the colony temporarily, resigned from the committee and their places were filled by the election of Messrs J. Whittall, L. A. M. Johnston, and J. C. Gow. The April cups presented by the association were won by A. Moir and L. A. M. Johnston. The Bingham Cup presented by Mr. J. E. Bingham, on Boxing Day, was won by J. J. Stubbing, 67+3=70. The money for the construction of the range at Harlequin Road, the Peak, has been provided by the Government, but no progress with the work has yet been possible. Tenders for the construction will be called for shortly. In accordance with rule 9 a new committee consisting of a chairman, a secretary and eight other members must be elected at this meeting. Members who have served on the committee during the past year are eligible for re-election, but Mr. W. H. Trenchard Davis, who has so ably filled the offices of hon. secretary and treasurer since the formation of the association, does not desire re-election.

CANTON NOIRS.

[From Our Correspondent]

REVIVAL OF THE SILK TRADE.

The past week has witnessed quite a revival of the silk export trade which has lain dormant for so many months past, large shipments having been cleared both for Europe and the United States in spite of the prohibitive exchange still ruling. Better prices from abroad and cheaper labour at home both contributed to the much-needed impetus.

CHINESE PROPERTY OWNERS' NARROW IDEAS.
When will the Chinese population benefit from experience? The process of re-erection of the houses recently destroyed by fire is proceeding apace, and to judge from appearances no provision is being allowed for wider streets or better light and ventilation, the buildings being a duplicate of the ones destroyed. One would imagine that by this time the landlords would appreciate the advantages of better and wider thoroughfares, both for enhancing the value of their holdings and, for the additional facilities afforded for the suppression and confining of fires. Evidently, however, they have yet to learn.

"A POLICEMAN'S LOT IS NOT A HAPPY ONE."
The duties of the Canton police are not to be envied. Yesterday morning the Viceroy's favourite pet dog—a setter I believe—disappeared from the Yamen, and as the Viceroy prized this particular dog, he immediately summoned the inspector in charge of the No. 5 Police district to appear before him and whom he severely reprimanded for allowing this dog to get lost; and further he gave the inspector two days in which to locate and recover the dog, or suffer the consequences of his neglect.

CANTON-HANKOW RAILWAY.
To a large section of the more enlightened of Chinese merchants, the one serious drawback to the ultimate success of the Canton-Hankow Railway scheme is the proposition of the promoters to build the line without the assistance of foreign engineers. They maintain, and with a measure of correctness, that the so-called Chinese railway engineers have not the required experience to undertake successfully the construction of such an important line, necessitating the solving of several difficult engineering problems not hitherto attempted by Chinese engineers. Perhaps after all the promoters will see the advantage of engaging an experienced European engineer to superintend the construction.

ALLEGED ARSON.

At the instance of Mr. F. J. Bodeley, Captain Superintendent of Police, at the Police Court this morning, the master of a shop at No. 147, Wing Lok Street, a salesman, a servant, and a cook, were charged with having on 8th March unlawfully and maliciously set fire to house No. 147, Wing Lok Street, with intent thereby to defraud Messrs. Butterfield & Swire, agents for the London and Lancashire and Royal Exchange Insurance Companies, of \$10,000; and Messrs. Shewan, Tomes and Company, agents for the North British Mercantile Insurance Company of \$6,000. The defendants pleaded "not guilty." The police asked for a week's remand, and the adjournment was granted.

GERMAN SHIPS.

HOW THEY ARE SUBSIDISED.

The general agent in Australia for the North German Lloyd, Mr. G. H. Boner, was examined in Sydney last month before the Federal Mail Subsidies Commission, and furnished information respecting the subsidies received by his company from the German Government, a subject, he said, upon which there existed a good deal of misapprehension.

Altogether, he said, the Government of Germany paid, in mail subsidies, about £400,000 annually, and of that sum the North German Lloyd received £274,000; in consideration of maintaining a fortnightly mail service to the Straits, China, and Japan (twenty-six trips out and back annually); a monthly service to Australia (thirteen trips out and back per year); and a monthly service between Australia, German New Guinea, China, and Japan. The stipulated speed was 14 knots between Naples and China, 12 knots between China and Japan; and 13 knots between Naples and Adelaide. In all, the service worked out at 1,171,600 knots annually, and an average subsidy of practically 4s. 8d. per mile.

The company at one time, Mr. Boner further explained, had their mail service to Australia a two-weekly one, but they lost such a tremendous amount of money by it that they did not continue. Then they reduced it to a three-weekly service, but found that did not pay either. So they went back this season to a monthly service, substituting freight steamers in between. It was practically a fortnightly service now, but only a monthly service for mails.

They received no subsidy whatever for the steamers that did not carry mails, and on these boats they carried what goods they like. In respect of those steamers, they were under no obligation to the Government. The freight of mail steamers was restricted, as far as the German ports were concerned. "The two-weekly and three-weekly mail services were abandoned," said Mr. Boner, "because sometimes the freight was so low that they would not pay the coal bill. For about three months of the year there would be very little business, and then for three months the traffic would be heavy."

The witness further stated that, as a condition to the payment of the subsidy, the German Government required that officials, either civil, naval, or military, should be carried at a 20 per cent. reduction in fare, and that troops should be carried whenever required at a very low rate. By this means the Government saved a lot of money, but not having to maintain, as the British Government had, a transport service.

Mr. Boner added that the company's general schedule of rates was subject to Government approval, and the clauses in the bill of lading were agreed to jointly by the Government and the company.—*Sydney Evening News.*

HONGKONG GODOWN COMPANY.

ANNUAL MEETING.

The nineteenth annual meeting of the Hongkong and Kowloon Wharf and Godown Company, Ltd., was held in the City Hall this afternoon, the Hon. Mr. C. W. Dickinson presiding. Among those present were Sir Paul Chater, Messrs. E. Goetz, N. A. Siebs, A. Haupt, E. Shellin, G. H. Medhurst, E. A. Hewitt, C. R. Leumann, C. H. Thompson, A. G. Wood, directors; E. Osborne, secretary; Captain Brown, J. R. Michael, A. Forbes, H. Percy Smith, J. Orange, T. Arnold, F. Smyth, J. Lambert and Captain Tillett.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen,—The report and accounts having been read, and you for several days, I propose, they be regarded as settled. The main feature of the year's work, as disclosed by the report, is that we have expended considerable sums in the development of your property and business, to keep pace with the growth of the Colony's shipping trade, which places Hongkong in the unique position of harbouring annually the largest aggregate of registered tonnage of any port in the world. The commencement of work on the British section of the Kowloon-Canton railway leads to the hope that the long deferred industrial advance of Kowloon is nearer at hand, and you will therefore doubtless endorse the board's action in acquiring, from the estate of the late Mr. Granville Sharp, additional accommodation in the piece of land that lay wedged into the Company's property at Kowloon Point. We have spent largely, and are making further outlays, on lighter craft in order to cope with the increasing amount of work about which is now entrusted to us and which was formerly monopolised by native lightermen. These additional boats will also assist in expediting discharge of vessels lying at the wharves. In the early part of 1905 considerable difficulties arose in connection with Chinese New Year settlements, and you will be pleased to learn that though serious irregularities occurred in connection with goods deposited in other public godowns the merchandise entrusted to our care was in every instance found to be intact, thus emphasising the advantages of storage with the wharf company. The dividend which is recommended for your acceptance, though larger than has been hitherto customary, still represents but a moderate return on the market value of your assets, if such value may be gauged by the price at which land in the vicinity of the Kowloon godowns has recently changed ownership. The development of your business has been slow and the rate of profit derived from it has not kept pace with the appreciation of your property, but you have satisfaction in the knowledge that the business rests on solid foundations and we must look forward to the possibility of more abundant harvests as the years progress.

Mr. Michael—I expected to hear from the chair some reason with regard to the working account. We have been supplied, for the last 18 years with a statement of the working account. This report has dropped it entirely and no reason has been made by the chair on the subject. Can any explanation be given?

The Chairman—The directors, after due consideration, decided that it was inadvisable to publish the particulars hitherto given on working account as it was information which might be used to our detriment.

Mr. Arnold seconded the adoption of the report and accounts. Carried unanimously.

Mr. Forbes moved the confirmation of Messrs. E. S. Wheeler, E. A. Hewitt, and H. Schubart as directors, and the appointment of Messrs. E. A. Hewitt and A. J. Raymond.

Mr. Orange seconded. Agreed.

Mr. Michael moved the re-appointment of the auditors—Messrs. W. H. Potts and A. O'D. Gordin.

Mr. Percy Smith seconded. Agreed.

The Chairman—I thank you for your attendance. Dividend warrants may be had on application.

WHITE MAGIC.

TALES OF THE TSAR'S WIZARD AND OTHER MODERN MYSTICS.

"C. I. B." the Paris correspondent of the New York Tribune Review, contributed the following interesting article to a recent issue of that journal:
The recent death of Philippe Landard, popularly known as the "Tsar's Magician," who, after exercising predominant influence at the Russian Court, ended his days in disgrace and poverty in his native village of St. Julien L'Arbretille, in an Alpine village of the Rhone, not far from Lyons, elicits throughout France a wave of mysticism, giving vigorous impulse to the healing power of faith, which with fervid Roman Catholics swells the stream of preachers to Lourdes, and with Protestants, or freethinkers, takes a form of occultism analogous to that of Christian Science in the United States. The strange career of Philippe, "the Magician," is being utilised by Mr. Albion LaBreguere, the dramatist, for a play entitled "Le Thaumaturge," which it is the author's intention to bring out at one of the boulevard theatres in the coming season.

Philippe, whose father was a shepherd, was born in a hamlet in the French Alps. Accustomed to accompany his father to the Lyons slaughter houses, he made the acquaintance of a butcher, who employed him as assistant and delivery boy at Lyons. Philippe

WANTED TO BECOME A SURGEON.
He attended lectures at the medical school of Lyons, but never made much progress, and failed to pass his examinations. When only 13 years of age he had already evinced remarkable powers of healing, accomplished by auto-suggestion, and in some cases by massage. He abandoned the butcher shop at seventeen, and established himself as a "thaumaturge," or healer, in a quaint little "temple" in the Rue Tete d'Or at Lyons. His cures became famous. He treated all who came to him. He rapidly acquired local fame, and soon found himself in conflict with the local police, who arrested him as an illegal practitioner. He eluded prosecution by refraining from writing prescriptions and avoiding actual operations—he merely gave advice. For eighteen years, he thus treated great numbers of patients, and to use his own words, "acted as an unconscious medium between his patients and a supreme occult power which inspired his cures." It was owing to his reputation as a healer that he had spread from Lyons to Nice and to the fashionable French Riviera that Philippe was summoned to Russia by the Tsar. The Grand Dukes Vladimir and Alexis, the Duc de Leuchtenberg and the morganatic wife of the assassinated Tsar Alexander, the Princess Yourieffsky, were deeply interested with the cures effected by Philippe, who came to Nice and successfully treated the Grand Duke Alexis for rheumatic pains in the knee.

Philippe, notwithstanding his modest, unassuming bearing, was a clever conversationalist, and possessed the sympathetic manner and voice frequently associated with persons skilled in occult science. Through the influence of the grand dukes he went to St. Petersburg, where he predicted to the Tsar and the Tsarina the birth of the present Tsarevitch, and in consequence he became, for a while,

THE TRUSTED ADVISER OF NICHOLAS II.

Unluckily, Philippe, when consulted about the war in Russia, predicted a most brilliant series of Russian victories in Manchuria. He boldly told the Tsar that he was chosen by divine inspiration to announce that the Russian campaign in Manchuria would institute a new era of Muscovite glory that would dissolve with chemical thoroughness the "yellow peril" that threatened Russia and Europe. Events soon gave such irrefutable evidence of blatant nonsense of Philippe's hocus-fucus predictions that he fell into disgrace. One fine morning the Tsar not only refused to receive him, but he must quit Russian territory within 48 hours. Philippe, heart-broken by his disgrace and banishment, proceeded to Lyons, and thence to St. Julien L'Arbretille where he died in great agony from an inflammation of the liver and kidneys, which with all his skill in faith healing he was unable to cure.

Philippe is credited with having cured more than 2,000 sufferers, most of whose cases had been pronounced hopeless by the regular physicians. M. Serge Basse, a well known journalist on the staff of "Figaro," states that Philippe instantaneously cured his son of chronic rheumatism, and Dr. Encasse affirms that he cured a child of tubercular meningitis. Philippe's death has given a vigorous fillip to the science of "White Magic," which he was a highly skilled adept, and which is the particular form of occultism that finds just now the greatest fashionable favour in Paris. It is interesting to note that Eliphas Levi was the founder of the science of "White Magic," in France, and is recognised in Europe as its most authoritative exponent. He figured in the Second Empire, and was

A NOTED FAITH HEALER.

The history of these magicians and healers is much the same. Eliphas Levi, Ventras, and the roue Jacob were all men of humble origin. Levi was by trade a book-binder, Ventras was a peasant, Jacob was a hanger in a regiment of cuirassiers, and Philippe was a herdman. Even Dr. Encasse, surnamed the "Papus" or high priest of "White Magic" in Paris to-day, although he has full fledged university diplomas and was chef de clinique to Professor Luyts at the Salpêtrière Hospital, is the son of a peasant, who was also a famous rebouteur or faith healer in his native village, and among other achievements, invented the formula of the well known "admiral's soap," which, it is claimed, will cure obesity. Dr. Encasse is a disciple of Eliphas Levi, and is President of the Martinist Secret Society, which is a kind of mystic freemasonry, founded by a faith healer named Martin previous to the Revolution. Among prominent novices, Count Antoine de la Rochefoucauld, the impressionist painter; Mademoiselle de Philosophie, lady-in-waiting at the Court of Russia; Count Marcel de Gernigny, the most prominent amateur actor in the smart set of Parisian society, and Madame de Pillet-Will. The chief exponent of "Black Magic" was the late Stanislas du Guaita, a man of many and varied parts.

A BRILLIANT POET AND SOCIETY FAVOURITE, of whose customs was to decorate his breakfast tables with bowls of hot, hissing poison, in which pure absinthe was a formidable ingredient. A duel between La Guaita and "Papus" nearly ended in the latter's death, owing, it is said, to a spell cast upon "Papus" previous to his encounter with an overzealous second of his opponent. These spells, or enchantments, as they are termed, are just now in high favour with Parisian faith healers and magicians. Sar-Peladan, the poet and dramatist, whose "Sémiramis" has just been produced with great success at the open air theatre of Champs-Élysées, and who professes to be the reincarnation of a Chaldean high priest (Sar), claim to have suffered for a long time from a mysterious spell, which brought upon him all kinds of misfortunes, including a divorce from his wife, who was an aristocratic woman of wealth. "Papus" declares that he succeeded in exercising the evil spell in the nick of time before it produced fatal effects. The accredited Poet of "White Magic" in Paris is Alan Kordec, a dreamy Breton, who combines a confirmed belief in spiritualism with faith in the existence of the Celtic fairies. Mme. de Thibes, a soothsayer of palmistry, still holds her own, but Mme. Julia, who reigns supreme in the Montmartre quarter, is greatly in vogue for healing and for prophecy. Her horoscope is drawn

FROM EGGS DROPPED IN GOLD WATER.
Faith healing in France is rapidly attaining proportions equal to those of Christian Science in America. Its rapid development in the last ten years is explained by its more enlightened adepts as due to the angelic origin of a number of persons incarnated on earth as human beings and as French citizens. This explanation seems to be derived from the Greek myth according to which Satan (Satan's) was the father, was overthrown by Jehovah (Jove), the son, and the angels of Jove-Ven are in certain cases granted incarnation on earth by Satan, in order to prove to men, who are the children of Jove, that there exist another divine power besides that of the Christian Deity. In Byron's "Cain" this notion is propounded in splendid language setting forth the mediæval heresy professed by the Cainites. Among the most fervent upholders of the Cainite creed of White Magicians, or faith healers, is Frederic Boudin, formerly President of the League of Catholic Youth of France, and an intimate companion of the late Pope Leo XIII. Another active disciple of the "white magic" and of which Paris is the centre, is M. Max George, the mystical composer, and former organist of Notre Dame Cathedral. Victorien Bardou and Sarah Bernhardt are both semi-converts to this metaphysical sect, to which they have given marked impetus by their stimulating imaginations.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	2 1/2
Do. demand	2 3/16
Do. 4 months' sight	2 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	88 1/2
Germany—Bank T.T.	120 1/2
India T.T.	150 1/2
Do. demand	150 1/2
Shanghai—Bank T.T.	7 1/2
Singapore T.T.	16 1/2
Japan—Bank T.T.	98 1/2
Yamaguchi—Bank T.T.	121 1/2
Buying.	
4 months' sight L/C.	2 1/2
6 months' sight L/C.	2 1/2
30 days' sight San Francisco & New York	49 1/2
4 months' sight	50 1/2
30 days' sight Sydney and Melbourne	20 1/2
4 months' sight France	25 1/2
6 months' sight	25 1/2
4 months' sight Germany	21 1/2
Bar Silver	22 1/2
Bank of England rate	4 1/2
Sovereign	4 1/2

URUM QUOTATIONS.

Malwa New	Per picul
" Old	1,010/1,020
" Older	1,040/1,060
Panna New	Per chest
" Old	910
" Older	885
Benares New	317 1/2
" Old	312 1/2
Benares (Paper)	312 1/2

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (TUESDAY), the 13th March, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street, A FINE COLLECTION OF OLD FURNITURE, CURIOS, TERMS—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 12th March, 1906. [343]

MADAM JAY'S

HAVE JUST RECEIVED FROM PARIS SPRING AND SUMMER HATS.

THESE HATS are now in vogue in Paris, and are the very latest.

EVERY HAT IS AN ORIGINAL MODEL. There are NO DUPLICATES.

Hongkong, 12th March, 1906. [344]

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that G. OTTER-MANN & Co., of 7, Teinfaltstrasse, Vienna, Austria, have, on the 12th day of January, 1906, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—



in the name of G. OTTERMANN & Co., who claim to be the sole proprietors thereof. The Trade Marks have been used by the applicants in respect of the following goods:—
CIGARETTES IN CLASS 45.
Dated the 12th day of March, 1906.
DENNIS & HOWLEY, Solicitors for the Applicant.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship

"ISCHIA,"
Captain Cogliolo, will be despatched as above, on THURSDAY, the 15th instant, at Noon. At BOMBAY, the Steamer is discharging in Victoria Dock.
For further Particulars regarding Freight and Passage, apply to CARL WITZ & Co., Agents.
Hongkong, 12th March, 1906. [342]

SPAMPANI'S EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!! AT 9 P.M.

CAUSEWAY BAY. CHANGE OF PROGRAMME.

THE HIT OF THE SEASON. GREAT BICYCLE POLO MATCH OR FOOTBALL ON BICYCLE.

By the WATSON Trio AND Miss ANNIE AUSTRALIA v. ENGLAND.

The leading and only team visiting the East.

WEDNESDAY, 14th instant, GRAND MATINEE.

Special Cars Running. Plan at ROBINSON'S.

E. SPAMPANI, Director and Proprietor. Hongkong, 12th March, 1906. [303]

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A MUSICAL TRIUMPH.

You should hear it. RECITALS DAILY.

NEW MODEL PIANOS

BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE" IN SOLID TEAK.

Embodying the MINIMUM OF COST

WITH THE MAXIMUM OF EXCELLENCE

\$375 AND UPWARDS.

"VICTOR TALKING" MACHINES.

WITH TAPERING ARMS.

LATEST OPERAS AND SONGS.

Hongkong, 1st February, 1906. [38]

Trade Mark

TELEPHONE No. 135.

ASK FOR

BLATZ

MILWAUKEE'S

MOST EXQUISITE

BEER

Per Cask 10 Doz.

Pints - - - \$27.00

Per 1 Doz. Pints - 2.80

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 27th February, 1906. [41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"KEEMUN"	19th March.
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"ANCHISES"	24th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	4th April.
GLASGOW and LIVERPOOL	"CALCHAS"	11th "
GLASGOW and LIVERPOOL	"MOVON"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
"GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	27th "
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
"GENOA, MARSEILLES & L'POOL	"KINTUCK"	20th "
AMSTERDAM, LONDON & ANTWERP	"TEENKAI"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	5th May.
"GENOA, MARSEILLES & L'POOL	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	21st March.
	"TEUCER"	18th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	25th March.
	"NINGCHOW"	25th April.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th March, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	13th March.
TAKU and NEWCHANG	"KWEIYANG"	14th "
SHANGHAI	"ICHANG"	16th "
SHANGHAI	"SHANGHAI"	18th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	26th "
CEBU and ILOILO	"KAIFONG"	31st "
KOBE	"OHINGTU"	2nd April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th March, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 17th March, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 24th March, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th March, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

Steamship	(With Liberty to Call at the Malabar Coast).	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.DR. M. H. CHAN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents, Return, 25 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.
On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should the
Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.SAM WANG Co.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" Tons Captain
"KWONG TUNG" 1,309 T. R. MEAD.
Leave Hongkong for Canton, at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey ... \$4
Meals ... \$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"TUNGSHING"	TUESDAY, 13th March, Daylight.
SHANGHAI	"CHOYSANG"	WEDNESDAY, 14th March, 4 P.M.
AMOI, MANILA and ILOILO	"YUENSANG"	THURSDAY, 15th March, Noon.
SINGAPORE, S'RAVAYA & SAMARANG, AMARA	"KUMSANG"	THURSDAY, 15th March, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 20th March, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th March, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARAGONIA"	5,198	Ernst	WEDNESDAY, March 14th, Noon.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldmann	April 8th.
"ARABIA"	4,483	Metzenhain	

The S.S. "Nicomedia" left Portland on the 13th ultimo, and is due here about 13th instant.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
S. SILVERSTONE, Acting General Agent.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG"
5,600 tons,
will be despatched for CALLAO (PERU) on
or about TUESDAY, April 10th, at Noon.
For further information as to Freight and
Passage, apply toK. MATSUDA,
Manager,
York Building.
Hongkong, 1st March, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"
will be despatched for the above Port, on
or about 25th April.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 12th March, 1906.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"SEALDA"

Capt. I. Kilpatrick, will be despatched as above,
TO-MORROW, the 13th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 12th March, 1906.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT and SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad
Datu, Labuan, Jolo, Zamboanga and Menado.

THE Company's Steamship

"BORNEO."

Captain F. Sembill, ready to load To-day, the
12th instant, will leave TO-MORROW, the
13th instant, at 9 A.M.For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 12th March, 1906.FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the
above Ports, TO-MORROW, the 13th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 12th March, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVORLICH."

Captain Thomson, will be despatched as above,
on or about the 15th March.To be followed by "BENLEDI" about 25th.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th February, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 16th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 23rd
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 11 A.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th March, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 17th instant, will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 24th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th instant, at 11 A.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th March, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"O EANA,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Marmora."
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which, date
they cannot be recognized.No claims will be admitted after the Goods
have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 9th March, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which, date
they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 8th March, 1906.PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S. S. "ARAGONIA,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignee's risk
and expense.No Fire Insurance will be effected by us in
any case whatever.
S. SILVERSTONE,
Acting General Agent.
Hongkong, 8th March, 1906.

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"DACIA."

Captain Brock, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignee's risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th March, 1906, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th March, 1906, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 8th March, 1906.

Notice of Firm.

NOTICE.

MR. RICHARD HAMCOCK is authorised
to Sign the name of our Firm per
Procuration.

SHEWAN, TOMES & Co.

Hongkong, 26th February, 1906.

For Sale.

FOR SALE.

AT THE PEAK.

AN ELEVEN-ROOMED HOUSE, with
DRESSING, BATH AND BATHROOMS;
distant thirteen minutes by chair from the
Tram; fitted with superior baths and with Hot
and Cold Water; large Kitchen; Laundry
and Servants' Quarters. Can be used as one
dwelling or divided into two.For particulars and terms, apply to
SHEWAN, TOMES & Co.
Hongkong, 9th March, 1906.

Hotels.

KING EDWARD
HOTEL.A HIGH CLASS PRIVATE HOTEL,
LADIES' AFTERNOON TEA-ROOMS,
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1901.

ORIENTAL HOTEL,
MACAO.A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.For Terms, &c., apply to—
THE MANAGER.

Macao, 16

Humidity	56	78
Rainfall	0.03	0.0

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC."

Captain Courtes, will be despatched for
MARSEILLES on TUESDAY, the 20th
March, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. TONKIN..... 3rd April.
S.S. ARMAND BEHIC..... 17th April.
S.S. ERNEST SIMONS..... 1st May.
S.S. POLYNESIE..... 15th May.
S.S. CALEDONIE..... 29th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th March, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 24th
March, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Moolan*, 9,520 tons, from
Colombo, Passengers accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 5th May, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1906. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyra</i>	4,417	G. V. Williams	6th April
<i>Shawmut</i>	9,006	E. V. Roberts	28th April
<i>Tremont</i>	9,606	T. W. Garlick	—
<i>Hyades</i>	3,753	J. Alwen	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 7th March, 1906. [12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SHIMOSA".....	5th April.
"DEN OF KELLY".....	to follow.

For Freight and further information, apply
to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 2nd March, 1906.

For Sale.

FOR SALE.

A BROWN WATER (MARE) "KITTY,"
a and a double set of Harness, complete,
in good order and condition. Also a Second-
hand Victoria for Single or Pair Horses.
Can be seen any day at Kennedy's Horse
Repository, Causeway Bay.
No reasonable offer refused.

Apply—

"A. B."

C/o Hongkong Telegraph.

Hongkong, 7th February, 1906. [212]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * * *	20.00
" * * * *	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.

ESTABLISHED 1859.

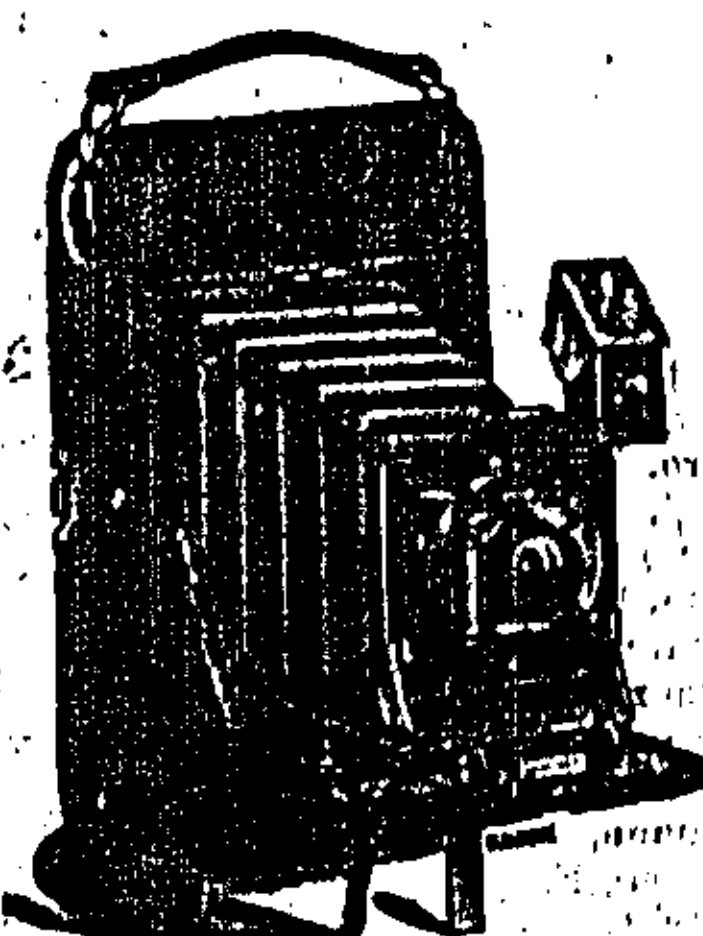
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation.....	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$250,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/10 9/16 } — \$26.87 for 2nd half-year 1905.....	5 %	{ \$860 London £90 \$38 buyers }
National Bank of China, Limited.....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	—	—
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 }	\$211,540	\$20 for 1904	6 7/8 %	\$345
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$169,215 \$202,455 \$296,955 }	Nil.	\$4 1/2 for year ended 30.1.1905	5 %	\$97
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 92 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$337,453 \$1,662,547 }	\$2,339,112	\$20 for 1904	5 %	800
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$500,000 \$5,890 }	\$486,284	\$12 and \$3 special dividend for 1903	7 1/2 %	\$180
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$220,488 \$4,616 }	\$344,018	\$6 for 1904	7 1/2 %	\$83 ex div.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,221,928 \$500,000 \$5,890 }	\$422,618	\$25 for 1904	8 1/2 %	\$300 ex div.
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$5,000 \$261,638 \$88,041 }	\$8,832	\$1 for 1904	5 %	\$20 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000 \$154,331 }	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$600,000 \$154,331 \$120,000 }	\$21,080	\$1 for second half-year 1905	8 1/2 %	\$24 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £241,150 £3,999 }	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$95 sellers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 23,156 }	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 } { Final Tls. 12 making Tls. 3 1/2 for 1905 }	8 1/2 %	Tls. 57 ex div.
Do. (Preference)	100,000	£1	£1	{ £400,000 £4,144 }	£107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 48 ex div.
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	{ £2,000,000 £55,000 £24,257 }	\$929	{ \$1.80 } { \$0.90 } for year ending 30.4.1905	5 1/2 %	\$32
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$200,000 \$21,075 \$130,153 }	\$21,231	\$10 for 1904	7 %	\$147 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$500,000 Tls. 98,000 Tls. 350,479 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 36
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 48,000 Tls. 81,200 }	—	—	—	—
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000 Tls. 100,000 }	\$42,812	Interim of \$10 for 1905	10 %	\$210
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 Tls. 50 }	\$150,087	\$3 for 1897	—	\$35
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 3,773	Tls. 2 1/2 for year ending 30.9.04	—	Tls. 70 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	Final of 1/- (No. 5)	—	Tls. 9.90 sales
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ none Tls. 18/10 }	G \$90,050	Final of 50 cents making G \$1 for 1905	—	G \$16
Kaib Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 £1 }	£8,745	No. 12 of 1/- = 48 cents	—	\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 1/2 %	Tls. 117 sales
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$250,000 \$58,473 \$10,000 }	\$8,915	\$2 on old and \$1 on new for 1905	9 1/2 %	\$21 ex div.
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	{ \$400,000 \$300,000 \$29,500 }	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 %	\$106
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$388,000 Tls. 487,210 Tls. 59,880 }	\$362,232	\$6 for second half-year 1905	7 1/2 %	\$154
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$388,000 Tls. 487,210 Tls. 59,880 }	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 17,500 }	Tls. 10,711	Interim of Tls. 6 for 1905	5 1/2 %	Tls. 220 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 Tls. 17,500 }	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 sales
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year	—	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	{ Tls. 34,000 Tls. 8,000 }	\$9,028	\$2 1/2 for year ended 30.6.1905	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	7,000	T.Tls. 50	T.Tls. 50	{ Tls. 8,000 Tls. 8,000 }	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 130 buyers
Central Stores, Limited	6,000	\$15	\$15	{ \$100,000 \$100,000 }	\$1,502	Final of 60 cents making \$1.80 for 1904	10 %	\$18 buyers
Do. (Founders)	123	\$15	\$15	{ \$100,000 \$100,000 }	—	None	—	\$100
Do. (New Issue)	24,000	\$15	\$15	{ \$100,000 \$100,000 }	—	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 }	1619	\$5 for second half-year 1905	7 1/2 %	\$135 ex div.
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ \$250,000 Tls. 24,986 }	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$115 sellers
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	{ Tls. 24,986 Tls. 24,986 }	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 170 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$208,386 \$50,000 }	\$4,697	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 \$50,000 }	\$5,070	80 cents for 1905	7 %	\$114 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 909,593 }	\$574	\$2 1/2 for 1905	7 %	\$35
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 909,593 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 115 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 71,588 }	Tls. 474	Final of Tls. 2 1/2 making Tls. 5 for 1905	12 1/2 %	Tls. 47 1/2
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 71,588 Tls. 71,588 }	Tls. 385	Final of Tls. 5 making Tls. 8 for 1905	7 1/2 %	Tls. 110 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 71,588 }	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 \$30,000 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	13 %	Tls. 62 buyers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	{ \$30,000 Tls. 100,000 }	\$23,264	\$1 for the year ending 31.5.05	6 %	\$16 1/2 buyers
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 Tls. 18,436 }	Tls. 18,718	3 % a/c 1898	—	Tls. 60 buyers
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,436 }	Tls. 30,765	Tls. 8 for 1905	12 1/2 %	Tls. 64 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,436 Tls. 18,436 }	Tls. 35,085	Tls. 25 for 1905	9 1/2 %	Tls. 260 ex div.
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$314 }	\$1,066	\$7 for 1905	7 1/2 %	\$93
Beile Asbestos Eastern Agency, Limited	8,604	£12/6	£12/6	{ \$8,000 \$1,182 }	\$1,182	1/3 per share for 1904	9 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$1,182 }	Nil.	\$3 for 1904	8 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 30,000 }	Nil.	\$1 for 1904	10 %	\$10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none Tls. 718 }	Tls. 718	Interim of Tls. 5 for 1905	—	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$37,339 }	\$37,339	None	9 %	\$9 sales
China Provident Loan & Mortgage Company, Ltd....	100,000	\$10	\$10	{ \$8,000 \$1,581 }	\$1,581	80 cents for 1905	7 1/2 %	\$16 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000 }	\$2,864	\$1.20 for year ending 31.7.1905	8 1/2 %	\$30 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$180,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1904	10 %	\$25 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ none \$180,000 }	\$7,551	Final of \$1 1/2 making \$2 1/2 for year 22.2.05	6 %	\$16 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none \$2,151 }	\$2,151	{ \$100 } { 50 cents } for year ending 31.4.1905	6 %	\$16
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000 \$38,000 }	\$2,706	\$15 for year ending 31.1.1905	7 %	\$115 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$38,000 \$3,776 }	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$60,000 \$11,137 }	\$11,137	\$10 for 1904	7 %	\$154 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$25,000 \$2,500 }	\$88	Final of 50 cents making \$1 for the year	10 %	\$10 sellers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none Tls. 528,210 }	\$21,582	Interim of \$5 for 1905	9 1/2 %	\$145 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	{ 4th interim of Tls. 7 1/2 paid 15.12.05 making } { in all Tls. 221 for 1905	9 1/2 %	Tls. 227 1/2 sales
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 127,638 }	Tls. 127,638	Tls. 5 for 1905	—	Tls. 35
Philippine Company, Limited	67,500	\$10	\$10	{ none Tls. 516,455 }	Dr. P. \$36,619	None	—	\$54 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none Tls. 516,455 }	Dr. P. \$16,455	None	—	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 45,000 }	Tls. 11,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making } { Tls. 8 1/2 1905	6 1/2 %	Tls. 125 ex div.
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 7,000 }	Tls. 9,751	Tls. 6 for 1904	9 %	Tls. 67 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 154 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 Tls. 25,000 }	Tls. 1,297	Interim of Tls. 2	—	Tls. 60 sellers
Shanghai Waterworks Company, Limited.....	{ 7,200 7,200 7,200 }	{ £20 £20 £20 }	{ £20 £20 £20 }	{ Tls. 170,000 Tls. 170,000 Tls. 170,000 }	Dr. Tls. 17,220	{ Interim of 15/- for 1905 } { First year	—	Tls. 510.000 ne
South China Morning Post, Limited	5,000	\$25	\$25	{ none \$5,068 }	\$5,068	None	—	Tls. 170 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none \$1,134 }	\$1,134	50 cents for year ending 31.5.05	8 1/2 %	\$6
Straits Ice Company, Limited	2,000	\$100	\$100	{ \$25,000 Tls. 15,295 }	\$700	\$5 for 1905	—	\$160 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1905	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$22,000 Tls. 4,000 }	\$551	{ 80 cents } for year ended 31.5.1905	9 %	\$9
Do. (Founders)	100	\$10	\$10	{ \$300,000 \$25,000 }	\$6,096	{ \$19.80 } Interim of 50 cents for 1905	11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$6,096	Final of 50 cents for 1905	7 1/2 %	\$13 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 \$4,500 }	\$676	Final of 7 pcts. making \$1.20 for year 1904/05	10 1/2 %	\$11 buyers